

# The China Mail.

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HONGKONG, TUESDAY, JUNE 3, 1884.

日十月初五年申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. Alcock, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E. C. BATES & CO., 37, Walbrook, E. C. SAMUEL DODD & CO., 150 & 154, Fleet Street. PARIS AND EUROPE:—GALLIEN & PAUNIER, 36, Rue Lafayette, Paris. NEW YORK:—ANDREW WIND, 21, Park Row. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. SAN FRANCISCO AND AMERICAN PORTS generally:—BAN & BLACK, San Francisco. SINGAPORE, STRAITS, &c.:—SAYLE & CO., Square, Singapore. C. HEINZEN & CO., Manila. CHINA:—Macao, Messrs A. A. de MELLO & CO., Siccawei, QUICHE & CO., Amoy, WILSON, NICHOLLS & CO., Foochow, HEING & CO., Shanghaï, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

## Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$3,000,000.  
Installment received on New Shares, 2,074,474.75  
\$7,074,474.75  
Reserve Fund, \$2,500,000.  
Installment of Premium received on New Shares, 1,563,361.66  
\$4,063,361.66

COURT OF DIRECTORS.  
Chairman—A. P. McEWEN, Esq.  
Deputy Chairman—Hon. F. D. SASSON.  
C. D. BOTTONLEY, M. GROTE, Esq.  
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CHIEF MANAGER.  
Hongkong, THOMAS JACKSON, Esq.  
MANAGER.  
Shanghai, EVEN CAMERON, Esq.  
LONDON BANKERS—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. "  
" 12 " 5 per cent. "

LOAN BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, April 2, 1884. 583

## Intimations.

### NOTICE.

SAYLE & Co. beg to inform their Customers and the Public in general that in consequence of the Death of the SENIOR PARTNER, the BUSINESS carried on in HONGKONG will be CLOSED on or before the 31ST DAY OF AUGUST NEXT, and that the whole of the STOCK is now offered at a REDUCTION of 25 % on the MARKET PRICES. Special terms will be made for parcels of Goods over \$100 in value purchased at one time.

All Sales from this date will be for Cash only. Customers are requested to make immediate Payment of Amounts due by them to the late Firm.

SAYLE & Co.,  
Victoria Exchange, Hongkong.  
Hongkong, May 30, 1884. 600

D. K. GRIFFITH  
HAS OPENED HIS  
NEW PHOTOGRAPHIC STUDIO,  
No. 1, Buddell Street,  
In rear of the Chartered Bank of India,  
Australia and China.

THE NEW RARE DRY PLATES, he is now working on, are twenty quicker than the old process and make Portraits of Children easy and certain to secure.

The Studio is open daily, and Portraits are taken in any weather at Moderate Charges, while every care is taken to procure permanency of the prints.

NEW VIEWS OF HONGKONG AND THE COAST PORTS ALWAYS READY.

Hongkong, May 24, 1884. 865

### NOTICE.

PERSONS desirous of Exchanging Soiled ONE DOLLAR NOTES for CLEAN ONES may do so at the HONGKONG & SHANGHAI BANKING CORPORATION from this date.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, May 30, 1884. 902

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that, according to Resolution No. 2 passed at the Extraordinary General Meeting of Shareholders held at the City Hall on the 30th December, 1882, ALL SHARES NOT TAKEN UP, and the 1st, 2nd, 3rd and 4th CALLS paid on or before the 30th JUNE next, will be disposed of by the Directors in such manner as in their discretion, they shall think best in the Interest of the Corporation.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, April 24, 1884. 712

## Intimations.

### COLONIE DE LA COCHINCHINE CONTRIBUTIONS INDIRECTES.

CONFORMEMENT aux dispositions arrêtées par le CONSEIL COLONIAL dans sa séance du 28 Décembre, dont les personnes qui détiennent des titres en Colonie doivent déclarer aux autorités nationales pour la transformation des risques intérieurs sur les titres destinés à l'exportation, devront faire parvenir leur demande en autorisation à l'Administration avant le 1<sup>er</sup> Septembre, 1884, accompagnée des plans et indications propres à permettre d'apprécier l'importance de l'économie de l'établissement projeté.

La Concession aura lieu aux conditions suivantes:—

1<sup>er</sup>.—La distillerie devra être établie à Saigon sur le territoire du 2<sup>ème</sup> arrondissement. Tous les bâtiments seront construits en bois ou briques, couverts en tuiles, attenant les uns aux autres et renfermant une enceinte parfaitement close. Un logement convenable composé de deux pièces et des dépendances nécessaires y sera menagé pour le préposé de la Régie.

2<sup>me</sup>.—La fabrication et la sortie des alcools seront soumises au régime de l'exercice. Le concessionnaire devra se soumettre à tous les règlements pris par l'autorité locale pour la surveillance et le contrôle de cette industrie.

3<sup>me</sup>.—Pendant trois années et jusqu'à concurrence de 2,000,000 de litres, quel soit le nombre d'établissements qui existeront, la fabrication et la vente sera limitée à une quantité de deux millions de litres atteint, chaque établissement d'alcool exporté sera frappé d'un droit de cinquante centimes en complément de l'impôt foncier et pour couvrir les frais de surveillance.

4<sup>me</sup>.—Bien que les alcools fabriqués dans ces distilleries soient spécialement destinés à l'exportation, le concessionnaire pourra, au renouvellement des baux, concourir pour l'exploitation d'uno ou plusieurs concessions pour la consommation dans l'intérieur de la Colonie, en acquittant les droits et en se soumettant à la réglementation locale.

5<sup>me</sup>.—La distillerie devra être préte à fonctionner le 1<sup>er</sup> Janvier, 1885.

6<sup>me</sup>.—Le garant devra être agréé par l'Administration.

7<sup>me</sup>.—Bien que les alcools fabriqués dans ces distilleries soient spécialement destinés à l'exportation, le concessionnaire pourra, au renouvellement des baux, concourir pour l'exploitation d'uno ou plusieurs concessions pour la consommation dans l'intérieur de la Colonie, en acquittant les droits et en se soumettant à la réglementation locale.

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THE Hamburg correspondent of the *London and China Express* writes:—The project for a direct line of German mail steamers to the East Indies, China and Australia has been revised by the Postmaster-General, who offers an annual subvention of m. 4,000,000 (\$200,000), so that each liner will receive the sum of £100,000. These amounts, however, are regarded as exports for foreign, as it is taken into consideration that the steamer of the new lines are to develop an average speed of 11½ knots for the whole voyage, and moreover, are to be furnished with full cabin passenger accommodation, and are to measure 2,600 tons each. As neither of the two German lines, which at present are trading in this direction (namely, the German Steamship Company to the Far East, and the Australian Steamship line to Australia) is in possession of steamers which will fulfil the conditions laid down by the Postmaster-General, it is clear that new boats will have to be built, so that a sum of at least m. 30,000,000 would be required to be expended. If, indeed, such new lines were established, it is clearly evident that the existing lines would be ruined; but that is of no consequence to the Government. The Nord-Lloyd of Bremen has entered into negotiations with the government on the matter.

A REMARKABLE CASE of 'insomnia' is at present exciting much interest at Wheeling, West Virginia. A ship-carpenter, by name Joseph Saulsbury, has not slept an hour at a time, nor more than two hours in all since the 1st of January; yet he is, it is stated, 'sound and healthy,' and works every day at his trade with no relaxation of vigour. When these facts first became known it was suspected that Saulsbury was an imposter who merely wished to gain notoriety. Two persons were therefore appointed to watch him every night after his work. Their report is that he manifests no desire to sleep, but spends the night reading and smoking, and is apparently as fresh in the morning as though he had just risen from a sound night's rest. Several physicians have taken it in turn to sit up all night with Saulsbury, and are quite at a loss to account for this strange phenomenon. It is more than ninety days since Saulsbury went to bed. He declares that he has now lost all desire for rest, and was never better in his life. It is by no means impossible that he has not slept for long days, but that sleep is not required by human beings. Nearly every description of food and drink is already condemned as unnecessary by many medical authorities, and clothing and sleep will probably follow. Everything points to the speedy and complete cerebralization of man.

COUNCIL WILKINSON, in his report on the trade of Manila for 1883, says:—A kind of commercial income tax of per cent. on the net profits of all mercantile firms consisting of more than one person, as well as on those of banks and industrial companies, has lately been imposed here and in the rest of the Philippine Islands. The mercantile community here strenuously opposed this new impost, and for some time refused to pay it, on the ground that the industrial and other taxes imposed upon them were already much too heavy. The Government, however, stood firm, and the merchants had eventually to submit. This measure, when taken in connection with the recent decree prohibiting foreign companies from acquiring landed property of any kind in the Philippine Islands, seems to indicate a first resolve on the part of the Spanish Government to prevent as much as possible the trade and industry of these islands from being entirely monopolized by foreigners to the exclusion and detriment of Spanish subjects; and yet without foreign money and capital there is but little chance that the greatest and most populous of these islands will ever be fully developed. It is a well-known fact that the greatest increase which has taken place in the last thirty years in the trade between these Spanish possessions and Great Britain and the United States is entirely due to British and American capital and enterprise. The absence of lighthouses and the imperfect manner these islands have been surveyed render navigation amongst them extremely difficult and dangerous. The apathy and indifference shown on the subject by the Spanish steamship owners, whose vessels enjoy the exclusive privilege of carrying on a yearly-increasing coasting trade, is much to be regretted, for there is no doubt that if proper representations were made by them to Spanish Government the latter would if not order a fresh survey of these islands at least establish a few lighthouses where they are most needed. The first Spanish steamer employed to carry on communications between Manila and the rest of the Philippines began to run in 1860; since that epoch several steamship companies have been formed, and the number of steamers employed now on the coasting trade is 42, of an average burthen of 300 tons each.

With reference to the stranding of the *Poosay*, the N. C. D. News of May 30th says:—The *Hawke*, Captain Warden, from Swanton, arrived at Woosung on Wednesday night, and at her yard yesterday morning, and reported the stranding of the Indian C. S. N. C. D. steamer *Hawke*, Captain T. W. Wilson, from Haikow to Shanghai via Swanton. The *Poosay* left Swanton about two hours ahead of the *Hawke*, and the latter vessel appears to have made better time, for off the Haikow the *Poosay* was only a little way ahead. A fog having set in, the *Hawke* anchored off Steep Island, when she saw the *Poosay* showing signs of distress. The *Poosay* was then on the N. E. side of a rock about one mile south of the Fisherman group of Islands and about four miles distant from Steep Island. It appears that the *Poosay* struck on the rock during a dense fog at 3.12 on the morning of the 27th instant, as, owing to the fog, Steep Island light could not be seen. Captain Warden had his boats lowered, and sent them with the Chief Officer to see if he could render any assistance. When the *Hawke* first saw the stranded steamer it was soon afternoon, and she stood by for the rest of the day and took off a number of passengers, men and women, and said she was not able to take them all that day, as the weather was not in, as she steamed into the anchorage for the night. On the following morning, she got up steam, returned to the *Poosay* and took off the remainder of the passengers and Mr. H. Craig, the Chief Engineer, finally leaving for Shanghai at 8 a.m. The passengers were Mr. Johnston and Miss Mitchell, and about twenty-five Chinese, and the crew consisted of six boxes. The *Hawke* also brought up four of the *Poosay*'s boats. On her way up, she met the *Steek-off* Bougham at noon on Wednesday and reported the accident to the *Poosay*, and Captain Mitchell then proceeded to her assistance. Where the *Poosay* now is, a ledge of rocks with about seven fathoms of water off it, though it is only the fore part of the vessel that is ashore, there being apparently plenty of water under her stern. Right in front

of the bow is a steep rock, and the vessel is close to it. The fore compartment is full of water, but the *Poosay* is a strong ship, and her water-tight compartments have protected the water from entering. We believe it is not seaworthy in Shanghai how much she is damaged, as the injury is well below the water line; but the tide at high water flows over her main deck forward.

Yesterday afternoon the lightship *Poosay*, with pumping gear, and towing the *Hawke*, proceeded to the stranded vessel. Mr. Craig, with Mr. Armstrong of the Old Dock, went in her. When the *Hawke* left, there were hunting boats round the *Poosay* waiting, and are to measure 2,600 tons each. As neither of the two German lines, which at present are trading in this direction (namely, the German Steamship Company to the Far East, and the Australian Steamship line to Australia) is in possession of steamers which will fulfil the conditions laid down by the Postmaster-General, it is clear that new boats will have to be built, so that a sum of at least m. 30,000,000 would be required to be expended. If, indeed, such new lines were established, it is clearly evident that the existing lines would be ruined; but that is of no consequence to the Government. The Nord-Lloyd of Bremen has entered into negotiations with the government on the matter.

H. B. M.'s Gunboat *Espar* was, we learn, to be sent to protect the ship from the natives.

#### THE PREPARATION OF TEA.

General Mawny writes to us from Soochow, under date of May 26th, as follows:

I have just met a Mr. Hu, who is a native of Hui-chou Fu, in An-hui, and whose family has for three generations been employed in the preparation of tea for the English market. That kind of tea, called Mo-yung, so highly prized in England, comes from friend Hu's native place. He tells me that it owes much of its excellence to the fact that it is grown in the shade, and that the leaves are round, and the stems are thin. The tea is well worth buying.

The range for professional beauties seems almost to have died away. Scarcely a photo, of Mrs. Langtry, is now to be seen, and those of Mrs. Wheeler, Lady Lonsdale and others are as scarce. But during the last few weeks there has been in the photo-shops the picture of a certain notorious Mrs. Roach, which is well worth buying.

A person in Suffolk has just given his flock a very practical lesson. The farmers would not believe that the rocks are their friends, and so the pastor sowed a field with barley, planting very thick, and using no scarecrows. The rocks had swooped down at once to the disturbed soil, but had without doubt only fed on the grubs.

£2,000 reward. The length and breadth of the United Kingdom has been pleased with this offer, but life is dear, and no trumper is likely to follow in the steps of the wretched Carey. The secret of the dynamite explosions is, and will, in all probability, be kept. The small care vouchsafed to the informer is now recoiling on our Government.

The Parks Railway scheme is not being allowed to languish, but the difficulty of ventilation seems great, whilst the opposition against the obnoxious blow holes is keen. It would never do to allow these long a electricity is not the motive power. And this seems far from practicable as the line is to be in conjunction with the Great Western and Metropolitan Railways, and if electricity were introduced, it would have to be worked on at least two of the three systems.

Tea being much cheaper than formerly, it is impossible to make anything out of it. In former years these teas were carried to Canton for sale, and brought five pices. Of late years, however, there is generally a loss of twenty per cent. on cost of production, my informant says, but they can manage to carry on a trade under such circumstances I cannot understand.

Hit tell me that the preparation of the tea is a costly and tedious affair. The tea trade commences now in May. People are bringing in their tea in small parcels of three or four pounds to the receivers or Hongos. Some of these Hongos have a hundred men or more employed to select and pack the tea. Hu has over a hundred. These men have to be well paid, as the work must be done smartly and well, so as to catch the market, and preserve its quality. In the first place the tea has all been sorted by hand and both ends of each leaf pipped off, leaving just the body of the leaf only to pass as first-quality tea. This work is done by women whose nimble fingers manage to do a lot in one day, and at lower wages than men would do the work for. The careful selection and equal piping is thus an important matter, but the proper firing is undoubtedly the most important of all. Careful packing is also an indispensable necessity in order to preserve the aroma of the tea on the voyage, as no amount of proper firing can preserve the quality unless it is also well packed.

NOTES FROM THE METROPOLIS. (From our Correspondent.)

London, May 1st. Everybody is ill and in bad spirits. The terrible East winds show little signs of departure, and having found out the weakest spot in everybody's constitution, it is then remembered 'life's a vapour full of woe.' The weak lung, the shaky tooth, the rheumatism, lumbago and neuralgia, and other ailments, at other times forgotten and forgotten, are all asserting themselves to the top of their bent with frequent fatal effect. The theatres are empty, the restaurants and streets deserted; everybody has to go home to nurse some ailment, or cheer up some sufferer. Banned from England, home and beauty, as many readers may be, let these console themselves the East wind is unknown in the tropics.

Eastern this season has not been favoured with fine weather. The snow of Easter Monday last year was not repeated but the East winds interfered sadly with the holiday making. The great wave of temperature which has swept over this country has undoubtedly had much good effect, the charges at the police court notwithstanding the trying weather being abnormally light. Brighton did not secure the Volunteers this year, and there was waiting amongst the lodgings house-harries in consequence. Our household troops went to Portsmouth and Dover and the operations were much improved in character.

Just now, when the winter gas bills, in large figures, are staring householders in the face, a lecture and demonstration of the use of the electric light in our homes was bound to be popular. This Mr. Robert Hammond gave at St. James' Hall on Wednesday last. On the platform of the great hall was a room filled with furniture, curtains, pictures, ornaments and flowers, brightly lighted with incandescent lamps of different patterns. It was shown there was no danger to life, or fire, the light was easy of control and could be lowered without being turned out. There is not, so far, any data to go upon, but when prepared on as large a scale as it now is ready to be, it should be distributed at 3s. per 1000 feet to the consumer.

The signs of Primrose Day were not wanting. I passed on the morning of the

previous day an enormous market east London with Lord Beaconsfield's favorite *Posay* in a steep rock, and the vessel is close to it. The fore compartment is full of water, but the *Posay* is a strong ship, and her water-tight compartments have protected the water from entering. We believe it is not seaworthy in Shanghai how much she is damaged, as the injury is well below the water line; but the tide at high water flows over her main deck forward.

Judic, the famous Parisian actress, is coming to London to act in the French play, now a standard entertainment during the London season. I must beg, borrow, or steal, the price of a stall to view the ex-cited beauty.

The range for professional beauties seems almost to have died away. Scarcely a photo, of Mrs. Langtry, is now to be seen, and those of Mrs. Wheeler, Lady Lonsdale and others are as scarce. But during the last few weeks there has been in the photo-shops the picture of a certain notorious Mrs. Roach, which is well worth buying.

A person in Suffolk has just given his flock a very practical lesson.

The farmers would not believe that the rocks are their friends, and so the pastor sowed a field with barley, planting very thick, and using no scarecrows. The rocks had swooped down at once to the disturbed soil, but had without doubt only fed on the grubs.

£2,000 reward. The length and breadth of the United Kingdom has been pleased with this offer, but life is dear, and no trumper is likely to follow in the steps of the wretched Carey. The secret of the dynamite explosions is, and will, in all probability, be kept. The small care vouchsafed to the informer is now recoiling on our Government.

The Parks Railway scheme is not being allowed to languish, but the difficulty of ventilation seems great, whilst the opposition against the obnoxious blow holes is keen. It would never do to allow these

long a electricity is not the motive power. And this seems far from practicable as the line is to be in conjunction with the Great Western and Metropolitan Railways, and if electricity were introduced, it would have to be worked on at least two of the three systems.

Tea being much cheaper than formerly, it is impossible to make anything out of it. In former years these teas were carried to Canton for sale, and brought five pices. Of late years, however, there is generally a loss of twenty per cent. on cost of production, my informant says, but they can manage to carry on a trade under such circumstances I cannot understand.

Hit tell me that the preparation of the tea is a costly and tedious affair. The tea trade commences now in May. People are bringing in their tea in small parcels of three or four pounds to the receivers or Hongos. Some of these Hongos have a hundred men or more employed to select and pack the tea. Hu has over a hundred. These men have to be well paid, as the work must be done smartly and well, so as to catch the market, and preserve its quality. In the first place the tea has all been sorted by hand and both ends of each leaf pipped off, leaving just the body of the leaf only to pass as first-quality tea. This work is done by women whose nimble fingers manage to do a lot in one day, and at lower wages than men would do the work for. The careful selection and equal piping is thus an important matter, but the proper firing is undoubtedly the most important of all. Careful packing is also an indispensable necessity in order to preserve the aroma of the tea on the voyage, as no amount of proper firing can preserve the quality unless it is also well packed.

NOTES FROM THE METROPOLIS. (From our Correspondent.)

London, May 1st. Everybody is ill and in bad spirits. The terrible East winds show little signs of departure, and having found out the weakest spot in everybody's constitution, it is then remembered 'life's a vapour full of woe.'

The weak lung, the shaky tooth, the rheumatism, lumbago and neuralgia, and other ailments, at other times forgotten and forgotten, are all asserting themselves to the top of their bent with frequent fatal effect.

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## THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY (LIMITED).

The second annual ordinary general meeting of the shareholders of the China Shippers' Mutual Steam Navigation Company was held at the Cannon-street Hotel, on the 28th ult., Mr. Albert Deacon, the chairman presiding.

The Chairman said:—Gentlemen, before moving the adoption of the report and accounts, which have now been in your hands some days, I will ask your kind indulgence while I endeavor to lay before you a brief sketch of our labours of the past two months, showing the exact position to which we have brought our business, and that enable you to form a fair estimate of our future prospects, and of the manner in which we have discharged the responsibilities with which you entrusted us.

I feel, gentlemen, I should be paying

up to you in this matter, but I hope we have succeeded, in making them wholly and solely in the best interests of the company.

The following are the principal appointments:—Shanghai and Hankow, Messrs. Alfred Dent and Co.; Foochow, Messrs. Purdon and Co.; Amoy, Messrs. Tait and Co.; Hongkong, Messrs. Amherst, Karberg and Co.; Canton and Macao, Messrs. Deacon and Co.; Yokohama, Messrs. W. M. Macpherson and Co.; Singapore, The Borneo Company (Limited); Poing, Sarawak, Bally and Co. The retirement of Mr. Nelson, alluded to in the report, was a matter of regret to us all. We are, however, alive to the importance of increasing the strength of the board by the addition to it of gentlemen of standing and influence who have earned esteem by the work of the board during the last twelve months. Those who had not experienced the labours of business; a company like this to a successful issue could not realize the work to be done. They, however, could not hope to pay a dividend without the loyal co-operation of the shareholders, which, in spite of bad times, they would do if they worked together. He hoped they would pay a fair dividend, and would be soon to move in the carrying trade of the Far East.—London and *China Express.*

## Mails.

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